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CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 2622

**Introduced by Assembly Member Nazarian
(Coauthor: Assembly Member Ting)**

February 19, 2016

An act to amend Sections 401.17, 441, 1153, and 1153.5 of the Revenue and Taxation Code, relating to taxation.

LEGISLATIVE COUNSEL’S DIGEST

AB 2622, as amended, Nazarian. Property taxation: certificated aircraft assessment.

Existing property tax law requires the personal property of an air carrier to be taxed at its fair market value, and the California Constitution requires property subject to ad valorem property taxation to be assessed in the county in which it is situated. Existing law, for the 2005–06 fiscal year to the 2016–17 fiscal year, inclusive, specifies a formula to determine the fair market value of certificated aircraft of a commercial air carrier, and rebuttably presumes that the amount determined pursuant to this formula is the fair market value of the certificated aircraft.

This bill would extend the 2016–17 fiscal year termination date to the 2019–20 fiscal year for the above-described provisions relating to the determination of the fair market value and taxation of certificated aircraft.

Existing law, until December 31, 2016, requires the Aircraft Advisory Subcommittee of the California Assessors' Association to designate, after soliciting input from commercial air carriers operating in the state, a lead county assessor's office for each commercial air carrier operating certificated aircraft in this state in an assessment year, and requires the lead county assessor to calculate the value of the air carrier's personal property and to transmit these calculations to other county assessors, but specifies that each county assessor is responsible for assessing and enrolling the taxable value of the property in his or her county, as provided. Existing law, until December 31, 2016, also requires the lead county assessor's office to lead a team to audit the books and records of commercial air carriers and requires a commercial air carrier that receives a notice of the designation of a lead county assessor's office to file one signed property statement with the lead county assessor's office for its personal property at all airport locations and fixtures at all airport locations. Existing law requires the lead county assessor's office to receive the property statement of each commercial air carrier to which he or she is assigned.

This bill would extend the December 31, 2016, inoperative or repeal date to December 31, 2019, for the above-described provisions. The bill, on or before March 1, 2017, would additionally require the Aircraft Advisory Subcommittee of the California Assessors' Association to designate contacts in each lead county assessor's office for each commercial air carrier to address specified ~~issues~~, *issues* and to establish best practices for the effective administration of the lead county ~~system, audit process, and methods to evaluate converted freighters~~, *system and audit process*. The bill would require the lead county assessor's office to transmit the property statement to the assessor of each county in which the personal property of the commercial air carrier is located or has acquired situs, including certificated aircraft. The bill would require a county assessor that receives a property statement from the lead county assessor's office to direct questions about the contents of the property statement first to the lead county assessor's office and then, if the lead county assessor's office is unable to provide an answer, to the commercial air carrier that filed the property statement.

Existing property tax law requires the State Board of Equalization, after consultation with county tax assessors, to designate for each assessment year the representative period to be used by the assessors in assessing the aircraft of the carrier.

This bill would require the representative period to consist equally of a week or group of weeks in January and a week or group of weeks in July.

By extending the application of the aforementioned valuation process for certificated aircraft beyond the 2016–17 fiscal year, thereby imposing new duties upon a lead county assessor’s office, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 401.17 of the Revenue and Taxation
2 Code is amended to read:
3 401.17. (a) For the 2005–06 fiscal year to the 2019–20 fiscal
4 year, inclusive, it shall be rebuttably presumed that the preallocated
5 fair market value of each make, model, and series of mainline jets,
6 production freighters, and regional aircraft that has attained situs
7 within this state is the lesser of the sum total of the amounts
8 determined under paragraph (1) or the sum total of the amounts
9 determined under paragraph (2). The value of an individual aircraft
10 assessed to the original owner of that aircraft shall not exceed its
11 original cost from the manufacturer. The preallocated fair market
12 value of an aircraft may be rebutted by evidence including, but
13 not limited to, appraisals, invoices, and expert testimony.
14 (1) (A) The original cost for the aircraft, which shall be
15 determined as follows and adjusted, as applicable, under
16 subparagraphs (B), (C), and (D):

(i) For owned and leased aircraft, the taxpayer's or lessor's acquisition cost for that individual aircraft reported in accordance with generally accepted accounting principles, and to the extent not included in the acquisition cost, transportation costs and capitalized interest and the cost of improvements made before a transaction described in clause (ii). If the original cost for leased aircraft cannot be determined from information reasonably available to the taxpayer, original cost may be determined by reference to the "average new prices" column of the Airliner Price Guide for that model, series, and year of manufacture of aircraft. If information is not available in the "average new prices" column for that model, series, and year, the original cost may be determined using the best indicator of original cost plus all conversion costs and improvement costs incurred for that aircraft.

(ii) For sale/leaseback or assignment of purchase rights transaction aircraft, the average of the taxpayer's cost established pursuant to clause (i) and the cost established in a sale/leaseback or assignment of purchase rights transaction for individual aircraft that transfers the benefits and burdens of ownership to the lessor for United States federal income tax purposes. In no event shall the original cost for sale/leaseback aircraft be less than the taxpayer's acquisition cost.

(iii) In the event of a merger, bankruptcy, or change in accounting methods by the reporting airline, there shall be a rebuttable presumption that the cost of the individual aircraft and the acquisition date reported by the acquired company, if available, or the cost reported prior to the change in accounting method, are the original cost and the applicable acquisition date.

(B) (i) For mainline jets and production freighters, the original cost described in subparagraph (A), plus the cost of any improvements not otherwise included in the original cost, shall be adjusted from the date of the acquisition of the aircraft to the lien date using the monthly United States Department of Labor Producer Price Index for aircraft and a 20-year straight-line percent-good table starting from the delivery date of the aircraft to the current owner or, in the case of a sale/leaseback or assignment of purchase rights transaction, as described in this section, the current operator with a minimum combined factor of 25 percent.

1 (ii) For regional aircraft, the original cost described in
2 subparagraph (A), plus the cost of any improvements not otherwise
3 included in the original cost, shall be adjusted from the date of the
4 acquisition of the aircraft to the lien date using the monthly United
5 States Department of Labor Producer Price Index for aircraft and
6 a 16-year straight-line percent-good table starting from the delivery
7 date of the aircraft to the current owner or, in the case of a
8 sale/leaseback or assignment of purchase rights transaction, as
9 described in this section, the current operator with a minimum
10 combined factor of 25 percent.

11 (iii) If original cost is determined by reference to the Airliner
12 Price Guide “average new prices” column, the adjustments required
13 by this paragraph shall be made by setting the acquisition date of
14 the aircraft to be the date of the aircraft’s manufacture.

15 (C) (i) For mainline jets and regional aircraft, the assessor shall
16 analyze the adjusted original cost derived pursuant to subparagraph
17 (B), for application of an economic obsolescence allowance which
18 shall be determined as follows:

19 (I) For the applicable year, the assessor shall calculate the
20 average annual net revenue per available seat mile, the net load
21 factor, and the yield utilizing the Airline Quarterly Financial
22 Review published by the United States Department of
23 Transportation, and referring to the section descriptive of the
24 passenger airline industry, entitled “System Operations, System
25 Pax. Majors” for the calendar year ending December 31
26 immediately preceding the applicable assessment date.

27 (II) For a 10-year benchmark, the assessor shall calculate as of
28 December 31 for each of the 10 calendar years preceding the
29 applicable year, the average annual net revenue per available seat
30 mile, the net load factor, and the yield utilizing the Airline
31 Quarterly Financial Review published by the United States
32 Department of Transportation, and referring to the section
33 descriptive of the passenger airline industry, entitled “System
34 Operations, System Pax. Majors” for the calendar year ending
35 December 31 immediately preceding the applicable assessment
36 date.

37 (ii) (I) The assessor shall compare each factor calculated under
38 subclause (I) of clause (i) with the corresponding factor calculated
39 under subclause (II) of clause (i) to derive the percentage that each
40 of the factors calculated under subclause (I) of clause (i) deviated

1 from the 10-year benchmark calculated under subclause (II) of
2 clause (i). The assessor shall then calculate a weighted average of
3 the indicated percentage adjustments, weighted as follows:

4 (ia) Net revenue per available seat mile shall be weighted 35
5 percent.

6 (ib) Net load factor shall be weighted 35 percent.

7 (ic) Yield shall be weighted 30 percent.

8 (II) The assessor shall reduce the adjusted original costs derived
9 under subparagraph (B) by the percentage adjustment calculated
10 in subclause (I), but only if the final economic obsolescence
11 determined under that subclause exceeds 10 percent, otherwise no
12 economic obsolescence allowance shall be provided.

13 (D) (i) For production freighters, the assessor shall analyze the
14 adjusted original cost derived under subparagraph (B), for
15 application of an economic obsolescence allowance, as follows:

16 (I) For the applicable year, the assessor shall calculate the
17 industry average of net revenue per available ton mile and the ton
18 load factor based upon the Airline Quarterly Financial Review
19 published by the United States Department of Transportation, and
20 referring to the section descriptive of the cargo airline industry,
21 entitled “System Operations, System Cargo Majors” for the
22 calendar year ending December 31 preceding the relevant
23 assessment date.

24 (II) For a 10-year benchmark, the assessor shall calculate as of
25 December 31 for each of the 10 calendar years preceding the
26 applicable year, the net revenue per available ton mile and the ton
27 load factor utilizing the Airline Quarterly Financial Review
28 published by the United States Department of Transportation and
29 referring to the section descriptive of the cargo airline industry,
30 entitled “System Operations, System Cargo Majors” as of
31 December 31 for each of the 10 calendar years preceding the
32 calendar year utilized for the subject year, for the calendar year
33 ending December 31 immediately preceding the applicable
34 assessment date.

35 (ii) (I) The assessor shall compare each factor calculated under
36 subclause (I) of clause (i) with the corresponding factor calculated
37 under subclause (II) of clause (i) to derive the percentage that each
38 of the factors calculated under subclause (I) of clause (i) deviated
39 from the 10-year benchmark calculated under subclause (II) of
40 clause (i). The assessor shall then calculate a weighted average of

1 the indicated percentage adjustments so that the net revenue per
2 available ton mile is weighted 50 percent and the ton load factor
3 is weighted 50 percent.

4 (II) The assessor shall reduce the adjusted original costs derived
5 under subparagraph (B) by the percentage adjustment calculated
6 in subclause (I), but only if the final economic obsolescence
7 determined under that subclause exceeds 10 percent, otherwise no
8 economic obsolescence allowance shall be provided.

9 (2) (A) Except as otherwise provided in subparagraph (B), for
10 each individual mainline jet, production freighter, or regional
11 aircraft, the assessor shall identify the value referenced in the “Used
12 Price of Avg. Acft. Wholesale” column of the Winter edition of
13 the Airliner Price Guide by make, model, series, and year of
14 manufacture, and deduct 10 percent from that value for a fleet
15 discount.

16 (B) For each individual mainline jet, production freighter, or
17 regional aircraft that is less than two years old and for which the
18 Airliner Price Guide does not list used wholesale values, the
19 original cost determined under paragraph (1) of subparagraph (A)
20 shall be decreased by the lesser of 5 percent or one-half of the
21 percentage decrease between original cost and 90 percent of the
22 value listed in the “Used Price of Avg. Acft. Wholesale” column
23 of the Winter edition of the Airliner Price Guide for a two-year-old
24 aircraft of that same make, model, and series.

25 (b) For the 2005–06 fiscal year to the 2019–20 fiscal year,
26 inclusive, it shall be rebuttably presumed that the preallocated fair
27 market value for each make, model, and series of converted
28 freighters that has attained situs within this state is the amount that
29 is determined as follows:

30 (1) (A) The assessor shall begin his or her appraisal of a
31 converted freighter as of the relevant lien date by identifying the
32 aircraft’s original cost as a passenger aircraft prior to conversion.
33 The aircraft’s original cost as a converted freighter shall be the
34 lesser of:

35 (i) Its trended original cost as a passenger aircraft prior to
36 conversion, less a downward adjustment of 10 percent to reflect
37 tear-outs.

38 (ii) Its value described in the Winter edition of the Airliner Price
39 Guide in the “Used Price of Avg. Acft. Wholesale” column in

1 passenger configuration, less a downward adjustment of 10 percent
2 to reflect tear-outs.

3 (B) The amount determined under subparagraph (A) shall be
4 adjusted according to the following:

5 (i) If, on the relevant lien date, the frame of the aircraft is 15
6 years old or more, 50 percent of the cost to convert the aircraft to
7 a freighter shall be added to the value determined under
8 subparagraph (A).

9 (ii) If, on the relevant lien date, the frame of the aircraft is less
10 than 15 years old, 75 percent of the cost to convert the aircraft to
11 a freighter shall be added to the value determined under
12 subparagraph (A).

13 (iii) In addition, all other improvements, including capitalized
14 interest, to the aircraft that are not otherwise included in the
15 aircraft's original and conversion costs shall be added at full value.

16 (2) The amount determined under paragraph (1) shall be adjusted
17 from the date of the conversion of the aircraft to the lien date using
18 the monthly United States Department of Labor Producer Price
19 Index for aircraft and a 16-year straight-line percent-good table,
20 however, the percent-good applied to the aircraft shall in no event
21 be less than 15 percent.

22 (3) If the Airliner Price Guide "Used Price of Avg. Acft.
23 Wholesale" is utilized under paragraph (1), only the improvements
24 and adjusted conversion costs pertaining to the converted freighter
25 shall be adjusted from the date of the conversion of the aircraft to
26 the relevant lien date using the monthly United States Department
27 of Labor Producer Price Index for aircraft and a 16-year
28 straight-line percent-good table. In no event, however, shall the
29 percent-good applied to the improvements and adjusted conversion
30 costs be less than 15 percent.

31 (4) (A) Except as otherwise provided in subparagraph (B), the
32 assessor shall reduce the adjusted original cost, plus improvements,
33 and adjusted conversion costs, derived under paragraphs (1) to (3),
34 inclusive, by the obsolescence percentage adjustment calculated
35 for production freighters under subparagraph (D) of paragraph (1)
36 of subdivision (a).

37 (B) If the Airliner Price Guide "Used Price of Avg. Acft.
38 Wholesale" is utilized under paragraph (1), only the improvements
39 and adjusted conversion costs pertaining to the converted freighter

1 shall be reduced by the obsolescence percentage adjustment
2 described in subparagraph (A).

3 (c) For purposes of this section, if the Airliner Price Guide
4 ceases to be published or the format significantly changes, a guide
5 or adjustment agreed to by commercial air carriers and the counties
6 in which certificated aircraft have situs shall be substituted. If these
7 parties do not agree on a guide or adjustment, the State Board of
8 Equalization shall determine the guide or adjustment.

9 (d) The taxpayer shall, to the extent that information is
10 reasonably available to the taxpayer, furnish the county assessor
11 with an annual property statement that includes the aircraft original
12 costs as defined in subparagraph (A) of paragraph (1) of
13 subdivision (a). If an air carrier that has this information reasonably
14 available to it fails to report original cost and improvements, as
15 required by Sections 441 and 442, an assessor may in that case
16 make an appropriate assessment pursuant to Section 501.

17 (e) For purposes of this section, all of the following apply:

18 (1) "Converted freighter" means a certificated aircraft, as defined
19 in Section 1150, that, following its original manufacture, was used
20 for passenger transportation, but was later converted to be used
21 primarily for cargo transportation purposes.

22 (2) "Mainline jet" means a certificated aircraft, as defined in
23 Section 1150, that is either of the following:

24 (A) Manufactured by Boeing, Airbus, or McDonnell Douglas.

25 (B) Capable of being configured with approximately 100 seats
26 or more.

27 (3) "Production Freighter" means a certificated aircraft, as
28 defined in Section 1150, that immediately following its
29 manufacture is deployed primarily for cargo transportation
30 purposes.

31 (4) "Regional aircraft" means a certificated aircraft, as defined
32 in Section 1150, that is either of the following:

33 (A) Manufactured by ATR (Avions De Transport Regional),
34 Beech, British Aerospace Jetstream, Canadair Regional Jet, Cessna,
35 DeHaviland, Embraer, Fairchild, or Saab.

36 (B) Generally configured with fewer than 100 seats.

37 (5) "Improvements" means the cost of any modifications or
38 capital additions that materially add to the value of or substantially
39 prolong the useful life of the aircraft, or make it adaptable to a
40 different use. "Improvements" include modification costs incurred

1 during a heavy maintenance visit to the extent that they materially
2 add to the value of or substantially prolong the useful life of the
3 aircraft. “Improvements” do not include repair and maintenance
4 costs incurred for the purpose of keeping the aircraft in an
5 ordinarily efficient operating condition.

6 (6) “Net revenue per available seat mile” means operating
7 revenue per available seat mile less cost per available seat mile as
8 determined by the United States Department of Transportation.

9 (7) “Net load factor” means actual passenger load factor less
10 break-even passenger load factor, as determined by the United
11 States Department of Transportation.

12 (8) “Net revenue per available ton mile” means operating
13 revenue per ton mile less cost per available ton mile as determined
14 by the United States Department of Transportation.

15 (9) “Yield” means average revenue per revenue passenger mile
16 as determined by the United States Department of Transportation.

17 (10) “Ton Load Factor” means that percentage of effective use
18 of cargo capacity as determined by the United States Department
19 of Transportation.

20 (f) The amendments made by the act adding this subdivision
21 shall apply with respect to lien dates occurring on and after January
22 1, 2011.

23 SEC. 2. Section 441 of the Revenue and Taxation Code is
24 amended to read:

25 441. (a) Each person owning taxable personal property, other
26 than a manufactured home subject to Part 13 (commencing with
27 Section 5800), having an aggregate cost of one hundred thousand
28 dollars (\$100,000) or more for any assessment year shall file a
29 signed property statement with the assessor. Every person owning
30 personal property that does not require the filing of a property
31 statement or real property shall, upon request of the assessor, file
32 a signed property statement. Failure of the assessor to request or
33 secure the property statement does not render any assessment
34 invalid.

35 (b) The property statement shall be declared to be true under
36 the penalty of perjury and filed annually with the assessor between
37 the lien date and 5 p.m. on April 1. The penalty provided by Section
38 463 applies for property statements not filed by May 7. If May 7
39 falls on a Saturday, Sunday, or legal holiday, a property statement
40 that is mailed and postmarked on the next business day shall be

1 deemed to have been filed between the lien date and 5 p.m. on
2 May 7. If, on the dates specified in this subdivision, the county's
3 offices are closed for the entire day, that day is considered a legal
4 holiday for purposes of this section.

5 (c) The property statement may be filed with the assessor
6 through the United States mail, properly addressed with postage
7 prepaid. For purposes of determining the date upon which the
8 property statement is deemed filed with the assessor, the date of
9 postmark as affixed by the United States Postal Service, or the
10 date certified by a bona fide private courier service on the envelope
11 containing the application, shall control. This subdivision shall be
12 applicable to every taxing agency, including, but not limited to, a
13 chartered city and county, or chartered city.

14 (d) (1) At any time, as required by the assessor for assessment
15 purposes, every person shall make available for examination
16 information or records regarding his or her property or any other
17 personal property located on premises he or she owns or controls.
18 In this connection details of property acquisition transactions,
19 construction and development costs, rental income, and other data
20 relevant to the determination of an estimate of value are to be
21 considered as information essential to the proper discharge of the
22 assessor's duties.

23 (2) (A) This subdivision shall also apply to an owner-builder
24 or an owner-developer of new construction that is sold to a third
25 party, is constructed on behalf of a third party, or is constructed
26 for the purpose of selling that property to a third party.

27 (B) The owner-builder or owner-developer of new construction
28 described in subparagraph (A), shall, within 45 days of receipt of
29 a written request by the assessor for information or records, provide
30 the assessor with all information and records regarding that
31 property. The information and records provided to the assessor
32 shall include the total consideration provided either by the
33 purchaser or on behalf of the purchaser that was paid or provided
34 either, as part of or outside of the purchase agreement, including,
35 but not limited to, consideration paid or provided for the purchase
36 or acquisition of upgrades, additions, or for any other additional
37 or supplemental work performed or arranged for by the
38 owner-builder or owner-developer on behalf of the purchaser.

39 (e) In the case of a corporate owner of property, the property
40 statement shall be signed either by an officer of the corporation or

1 an employee or agent who has been designated in writing by the
2 board of directors to sign the statements on behalf of the
3 corporation.

4 (f) In the case of property owned by a bank or other financial
5 institution and leased to an entity other than a bank or other
6 financial institution, the property statement shall be submitted by
7 the owner bank or other financial institution.

8 (g) The assessor may refuse to accept any property statement
9 he or she determines to be in error.

10 (h) If a taxpayer fails to provide information to the assessor
11 pursuant to subdivision (d) and introduces any requested materials
12 or information at any assessment appeals board hearing, the
13 assessor may request and shall be granted a continuance for a
14 reasonable period of time. The continuance shall extend the
15 two-year period specified in subdivision (c) of Section 1604 for a
16 period of time equal to the period of the continuance.

17 (i) Notwithstanding any other provision of law, every person
18 required to file a property statement pursuant to this section shall
19 be permitted to amend that property statement until May 31 of the
20 year in which the property statement is due, for errors and
21 omissions not the result of willful intent to erroneously report. The
22 penalty authorized by Section 463 does not apply to an amended
23 statement received prior to May 31, provided the original statement
24 is not subject to penalty pursuant to subdivision (b). The amended
25 property statement shall otherwise conform to the requirements
26 of a property statement as provided in this article.

27 (j) This subdivision shall apply to the oil, gas, and mineral
28 extraction industry only. Any information that is necessary to file
29 a true, correct, and complete statement shall be made available by
30 the assessor, upon request, to the taxpayer by mail or at the office
31 of the assessor by February 28. For each business day beyond
32 February 28 that the information is unavailable, the filing deadline
33 in subdivision (b) shall be extended in that county by one business
34 day, for those statements affected by the delay. In no case shall
35 the filing deadline be extended beyond June 1 or the first business
36 day thereafter.

37 (k) The assessor may accept the filing of a property statement
38 by the use of electronic media. In lieu of the signature required by
39 subdivision (a) and the declaration under penalty of perjury
40 required by subdivision (b), property statements filed using

1 electronic media shall be authenticated pursuant to methods
2 specified by the assessor and approved by the board. Electronic
3 media includes, but is not limited to, computer modem, magnetic
4 media, optical disk, and facsimile machine.

5 (l) (1) After receiving the notice required by Section 1162, the
6 manager in control of a fleet of fractionally owned aircraft shall
7 file with the lead county assessor's office one signed property
8 statement for all of its aircraft that have acquired situs in the state,
9 as described in Section 1161.

10 (2) Flight data required to compute fractionally owned aircraft
11 allocation under Section 1161 shall be segregated by airport.

12 (m) (1) After receiving the notice required by paragraph (5) of
13 subdivision (b) of Section 1153.5, a commercial air carrier whose
14 certificated aircraft is subject to Article 6 (commencing with
15 Section 1150) of Chapter 5 shall file with the lead county assessor's
16 office designated under Section 1153.5 one signed property
17 statement for its personal property at all airport locations and
18 fixtures at all airport locations.

19 (2) Each commercial air carrier may file one schedule for all of
20 its certificated aircraft that have acquired situs in this state under
21 Section 1151.

22 (3) Flight data required to compute certificated aircraft allocation
23 under Section 1152 and subdivision (g) of Section 202 of Title 18
24 of the California Code of Regulations shall be segregated by airport
25 location.

26 (4) Beginning with the 2006 assessment year, a commercial air
27 carrier may file a statement described in this subdivision
28 electronically by means of the California Assessor's Standard Data
29 Record (SDR) network. If the SDR is not equipped to accept
30 electronic filings for the 2006 assessment year, an air carrier may
31 file a printed version of its property statement for that year with
32 its lead county assessor's office.

33 (5) This subdivision shall remain operative only until December
34 31, 2019.

35 SEC. 3. Section 1153 of the Revenue and Taxation Code is
36 amended to read:

37 1153. (a) After consulting with the assessors of the counties
38 in which aircraft of an air carrier normally make physical contact,
39 the board shall designate for each assessment year the

1 representative period to be used by the assessors in assessing the
2 aircraft of the carrier.

3 (b) The representative period shall consist equally of both of
4 the following:

5 (1) A week or group of weeks in January.

6 (2) A week or group of weeks in July.

7 SEC. 4. Section 1153.5 of the Revenue and Taxation Code is
8 amended to read:

9 1153.5. (a) The Aircraft Advisory Subcommittee of the
10 California Assessors' Association shall, after soliciting input from
11 commercial air carriers operating in the state, do all of the
12 following:

13 (1) On or before March 1, 2006, and on or before each March
14 1 thereafter, designate a lead county assessor's office for each
15 commercial air carrier operating certificated aircraft in this state
16 in that assessment year.

17 (2) Every third year thereafter, redesignate a lead county
18 assessor's office for each of these air carriers, unless an air carrier
19 and its existing lead county assessor's office concur to waive this
20 redesignation.

21 (3) On or before March 1, 2017, do both of the following:

22 (A) Designate two contacts in each lead county assessor's office
23 for each of these carriers that will be available to address reporting
24 issues and issues with the California Assessor's Standard Data
25 Record network.

26 (B) Establish best practices for the effective administration of
27 the lead county ~~system, audit process, and methods to evaluate~~
28 ~~converted freighters.~~ *system and audit process.*

29 (b) The lead county assessor's office described in subdivision
30 (a) shall do all of the following:

31 (1) Calculate, pursuant to Section 401.17, an unallocated value
32 of the certificated aircraft of each commercial air carrier to which
33 he or she is designated.

34 (2) Electronically transmit to the assessor of each county in
35 which the property described in paragraph (1) has situs for the
36 assessment year the values determined by the lead county
37 assessor's office under paragraph (1).

38 (3) (A) Receive the property statement, as described in
39 subdivision (m) of Section 441, of each commercial air carrier to
40 which he or she is designated. The lead county assessor's office

1 shall transmit the property statement to the assessor of each county
2 in which the personal property of the commercial air carrier is
3 located or has acquired situs, including the property described in
4 paragraph (1).

5 (B) A county assessor that receives a property statement
6 pursuant to this section shall direct questions about the contents
7 of the property statement first to the lead county assessor's office
8 and then, if the lead county assessor's office is unable to provide
9 an answer, to the commercial air carrier that filed the property
10 statement.

11 (4) Lead the audit team described in subdivision (d) when that
12 team is conducting an audit of a commercial air carrier to which
13 he or she is designated.

14 (5) Notify, in writing, each commercial air carrier for which he
15 or she has been designated of this designation on or before the first
16 March 15 that follows that designation.

17 (c) (1) Notwithstanding subdivision (b), the county assessor of
18 each county in which the personal property of a commercial air
19 carrier has situs for an assessment year is solely responsible for
20 assessing that property, applying the allocation formula set forth
21 in Section 1152, and enrolling the value of the property in that
22 county, but, in determining the unallocated fleet value for each
23 make, model, and series of certificated aircraft of a commercial
24 air carrier, the assessor may consult with the lead county assessor's
25 office designated for that commercial air carrier.

26 (2) The lead county assessor's office is subject to Section 322
27 of Title 18 of the California Code of Regulations and Sections
28 408, 451, and 1606 to the same extent as the assessor described in
29 paragraph (1).

30 (d) Notwithstanding Section 469, an audit of a commercial air
31 carrier shall be conducted once every four years on a centralized
32 basis by an audit team of auditor-appraisers from at least one, but
33 not more than three, counties, as determined by the Aircraft
34 Advisory Subcommittee of the California Assessors' Association.
35 An audit, so conducted, shall encompass all of the California
36 Personal Property and fixtures of the air carrier and is deemed to
37 be made on behalf of each county for which an audit would
38 otherwise be required under Section 469.

39 (e) This section shall remain in effect only until December 31,
40 2019, and as of that date is repealed.

1 SEC. 5. If the Commission on State Mandates determines that
2 this act contains costs mandated by the state, reimbursement to
3 local agencies and school districts for those costs shall be made
4 pursuant to Part 7 (commencing with Section 17500) of Division
5 4 of Title 2 of the Government Code.

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